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We have been very fortunate in having so few serious accidents during the year 1945. Your continued co-operation by careful driving, and the strict observance of all traffic regulations will greatly reduce accidents in 1946.

During the winter months our city streets, and rural highways are covered with snow and ice making driving very dangerous, placing a great responsibility on all drivers to see that their car is under proper control, and ready for any emergency which might arise.

Many accidents of a minor nature could be avoided if proper signals were given when driving out from the curb, and when turning at intersections.

To avoid accidents drive carefully, give proper signals, and feel you are doing your share in saving a fellow citizen from personal injury or financial loss.

Thank you.

**S. J. PATTERSON, M.M.,
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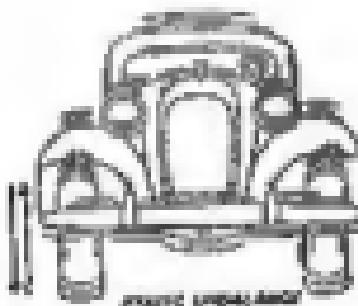
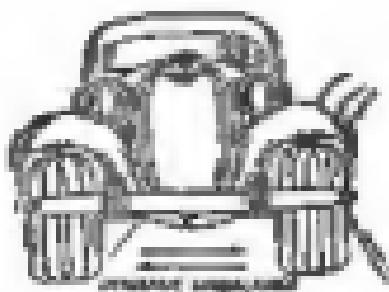
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BY-LAW NO. 2494

(As Amended to January 11th, 1946)

Being a By-Law to Regulate Street Traffic in the City of Calgary

The Council of the City of Calgary in Council assembled
doth enact as follows:

ARTICLE I

Definitions

Section 1.

Wherever in this By-Law the following terms are used
unless the context shall otherwise require they shall have
the meanings respectively ascribed to them at this section.

Street or Highway. Every way including lanes set apart
for public travel, except foot-paths.

Private Road or Driveway. Every road or driveway not
open to the use of the public for the purposes of vehicular
travel.

Roadway. That portion of a street or highway between
the regularly established curb lines or that part devoted to
vehicular traffic.

Sidewalk. That portion of a street between the curb lines
and the adjacent property lines.

Intersection. The area embraced within the prolongation
of the lateral curb lines or, if none, then the lateral boundary
lines of two or more streets or highways which join
one another at an angle whether or not one such street or
highway crosses the other.

Curb. Shall mean the actual curb if there be one, and
if there is no curb in existence the term shall mean the
division point on the highway between the part of the high-
way intended for the use of vehicles and the part of the
highway intended for the use of pedestrians.

Crosswalk. That portion of a roadway exclusively in-
cluded within the prolongation of curb and property lines
at intersections, or any other portion of a roadway clearly
indicated for pedestrian crossing by lines or other markings
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Safety Zone. The area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

Vehicles. Every device in, upon or by which any person or property is or may be transported or drawn upon a public highway excepting devices moved by human power or used exclusively upon stationary rails or tracks, but including any horse, draft animal or beast of burden that is attached to a vehicle or is being led or driven.

Motor Vehicle. Every vehicle as herein defined, which is self-propelled.

Street Car. Every device travelling exclusively upon rails when upon or crossing a street other than cars or trains propelled or moved by steam.

Authorized Emergency Vehicle. Vehicles of the Fire Department, police vehicles and ambulances.

Pedestrian. Any person about.

Operator. Any person who is in actual physical control of a vehicle.

Traffic. Pedestrians, ridden, led, driven or herded animals, vehicles, street cars and other conveyances either singly or together while using any street for purposes of travel.

Right of Way. The privilege of the immediate use of the street or highway.

Parking. The standing of a vehicle, whether occupied or not, upon a roadway, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading, or in obedience to traffic regulations or traffic signs or signals.

Official Traffic Signs. All signs, markings and devices, other than signals, not inconsistent with this By-law, placed

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or erected by authority of the City Council or Chief of Police acting pursuant to this By-law for the purpose of guiding, directing, warning or regulating traffic.

Official Traffic Signals. All signals, not inconsistent with this By-law placed or erected by authority of the City Council or Chief of Police acting pursuant to this By-law, for the purpose of directing, warning or regulating traffic.

Traffic Control Signal. Any device using colored lights, or words, or any combination thereof whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and to proceed.

Central Traffic Zone. That area in the City of Calgary which is bounded as follows:

On the East by the East side of 2nd St. E.

On the West by the West side of 4th St. W

On the North by the North side of 6th Ave

On the South by the Centre Line of 9th Ave

(As amended by By-law No. H34, Jan. 18, 1943.)

ARTICLE 2

Authority of Police

Section 3.

It shall be the duty of the Police Department of the City to enforce the provisions of this By-law. Officers of the Police Department are hereby authorized to direct all traffic either in person or by means of visible or audible signal in conformance with the provisions of this By-law provided that in the event of a fire or other emergency or to expedite traffic or safeguard persons, officers of the Police or Fire Department may direct traffic as conditions may require notwithstanding the provisions of this By-law.

Section 4.

It shall be unlawful for any person to refuse or fail to comply with any lawful order signal or direction of a police officer or in case of a fire or other emergency of any officer of the Fire Department.

Section 5.

The provisions of this By-law regulating the movement, parking and standing of vehicles shall not apply to authorized emergency vehicles as defined in this By-law while the driver of such vehicle is operating the same with due care in an emergency in the necessary performance of public duties.

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Section 5.

Every person propelling any push-cart or riding a bicycle or an animal upon a roadway, and every person driving any animal shall be subject to the provisions of this ordinance applicable to the operator of any vehicle, except those provisions of this By-law with reference to the equipment of vehicles and except those provisions which by their very nature can have no application.

ARTICLE 3

Traffic Signs and Signals

Section 6.

(a) The Chief of Police is hereby authorized, and at his discretion, shall be authorized to place and maintain or cause to be placed and maintained all official traffic signs and signals.

(b) No provision of this By-law for which signs are required, shall be enforceable against an alleged violator, if, at the time and place of the alleged violation the sign herein required is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that signs are required, such section shall be effective without signs being erected to give notice thereof.

Section 7.

Subject to the provisions of the next two preceding sections.

Where a police officer is stationed at an intersection for the regulation of traffic the raising of one or both arms of such officer at a right angle to a street or avenue shall be deemed a signal or order that all traffic on such street shall stop and that cross traffic shall have the right of way until such cross traffic be in turn signalled to stop and the first mentioned traffic given the right of way and so on, the vehicular traffic on such street or avenue being given the right of way as and when the police officer shall designate.

Section 8.

It shall be unlawful for any operator or for the motorman of any street car or the rider of any bicycle to discharge the

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Section 9.

Whenever traffic at an intersection is alternately directed to proceed and to stop by the use of signs indicating stopped lights or the words "STOP" (AUTOMOBILE) or "WAIT") and "STOP" and lights and horns shall observe as follows:

a. Drivers of (AUTOMOBILE) leaving the signs shall proceed, except that incoming traffic shall yield the right of way to pedestrian and vehicle traffic entering or emerging at the intersection at the time such signs are displayed;

b. Drivers of (AUTOMOBILE) or "WAIT" when passing following the green or (AUTOMOBILE) Traffic leaving the signs shall stop before entering the intersection and remain standing until given or (AUTOMOBILE) or three beats or longer at the use of traffic indicating to turn and turning to the right at the said intersection, and in such case the operator of a vehicle shall drive the same as close as possible to the right hand edge of the curb of the street while turning to the right (as amended by By-law No. 2001 May 28, 1912);

c. Red or "STOP" Traffic leaving the signs shall stop before entering the intersection and remain standing until given or (AUTOMOBILE) or three beats or longer at the use of traffic indicating to turn and turning to the right at the said intersection, and in such case the operator of a vehicle shall drive the same as close as possible to the right hand edge of the curb of the street while turning to the right (as amended by By-law No. 2001 May 28, 1912);

Section 10.

It shall be unlawful for any person to place or maintain at the disposal upon or in view of any person any unauthorised sign, signal or device which purports to be or is an imitation of or resembles an official traffic sign or signal or which attempts to divert the movement of traffic or which induces them with an off a traffic sign or signal. Every such prohibited sign, signal or device so herein declared to be a public nuisance and the Court of Police or Justice empowered to remove the same or cause it to be removed with full cost.

Section 11.

It shall be unlawful for any person wilfully to damage, deface, cover, obstruct or interfere with any official traffic sign or signal.

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Section 12.

The Chief of Police is hereby authorized to establish and to designate and shall thereafter maintain or cause to be maintained by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at intersections where in his opinion there is particular danger to pedestrians crossing the roadway, and at such other places as he may deem necessary.

Section 13.

(a) The Chief of Police is hereby empowered to establish many types of such kind and character and at such places as he may deem necessary for the protection of pedestrians.

ARTICLE 4

Pedestrians' Rights and Duties

Section 14.

(a) The operator of any vehicle shall yield the right of way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at the end of a block, except at intersections where the movement of traffic is being regulated by police officers or traffic control signals.

(b) Whenever any vehicle has stopped at a marked crosswalk or at any intersection to permit a pedestrian to cross the roadway, it shall be unlawful for the operator of any other vehicle approaching from the rear to overtake and pass such stopped vehicle.

(c) Every pedestrian crossing a roadway at any point other than within a marked or unmarked crosswalk shall yield the right of way to vehicles upon the roadway provided that this provision shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of pedestrians.

Section 15.

At intersections where traffic is controlled by traffic control signals or by police officers, operators of vehicles shall yield the right of way to pedestrians crossing or those who have started to cross the roadway on a green or "GO" signal, and in all other cases pedestrians shall yield the right of way to vehicles lawfully proceeding directly ahead on a green or "GO" signal.

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Section 16.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks and sidewalks. (As amended by By-law 3319, Mar. 6, 1941.)

Section 17.

It shall be unlawful for any person to stand in a roadway for the purpose of soliciting a ride from the operator of any private vehicle.

ARTICLE VI

Street Cars

Section 18.

(a) The operator of a vehicle shall not overtake and pass upon the left any street car proceeding in the same direction whether actually in motion or temporarily at rest, except where owing to the location of street car tracks it is impossible to pass on the right side.

(b) The operator of a vehicle overtaking any street car stopped or about to stop for the purpose of receiving or discharging any passenger or passengers, shall stop such vehicle to the rear of the nearest running board or door of such street car and keep it stationary until such passenger has boarded such car or reached a place of safety, except that where a safety zone has been established, a vehicle need not be stopped before passing any such street car, but may proceed past such car at a speed not greater than is reasonable or proper and with due caution for the safety of pedestrians.

(c) No vehicle shall follow behind a moving street car, or stop behind a stationary street car closer than 20 feet to the said street car, unless the left side of such vehicle is clear of the right side of the street car.

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(d) Where the street car tracks are laid on one side of the street, and vehicular traffic for that reason or for any other reason uses the other side of the street, the operator of a vehicle meeting a street car stopped or about to stop for the purpose of receiving or discharging any passenger or passengers shall stop such vehicle at a safe distance from the front of such street car and keep it stationary until such passenger or passengers have boarded the street car or reached a place of safety. (Enacted by By-Law No. 3559, April 30, 1945.)

Section 19.

(a) It shall be unlawful for the operator of any vehicle proceeding upon any street car tracks in front of a street car upon a public street, to fail to remove such vehicle from the tracks as soon as practicable after signal from the operator of said street car.

(b) When a street car has started to cross an intersection, no operator of a vehicle shall drive upon or across the car tracks within the intersection in front of or behind the street car.

Section 20.

It shall be unlawful for the operator of a vehicle at any time to drive the same over or through a safety zone as defined in this By-Law.

Section 21.

It shall be unlawful for any person to board or alight from any street car or vehicle while such street car or vehicle is in motion.

Section 22.

It shall be unlawful for any person to ride on any street car or vehicle upon any portion thereof not designed or intended for the use of passengers when the vehicle is in motion. This provision shall not apply to any employee engaged in the necessary discharge of a duty, or within truck bodies in space intended for merchandise.

Section 22A.

It shall be unlawful for any person, not duly authorized so to do, to tamper or interfere with the mechanism or equipment of any street car or with the street car tracks or switches, nor shall any person place any explosive, fire

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crackers, or other things upon the said tracks or in or about the said switches or on the portion of the street or roadway used in the operation of the said Municipal Street Railway System, not useful or necessary in the operation of the said System. (Enacted by By-law No. 3533—Dec. 27, 1911.)

Section 23.

No vehicle shall pass or attempt to pass another vehicle or street car travelling in the same direction across any intersection of streets.

ARTICLE 6

Use of City Streets by Tractors, Rollers, Agricultural Machinery and Stone Boats

Section 24.

No person shall drive or move or cause to be driven or moved, any tractor, roller, agricultural machinery, stone-boat or similar vehicle likely to injure the paved surface of city streets, except upon permit in writing signed by the City Engineer.

Section 25.

Such permit which shall, when issued, be free of charge, shall indicate the route to be travelled by such tractor, roller, agricultural machinery, stone-boat or similar vehicle likely to injure the paved surface of city streets.

Section 26.

The issue of all permits shall be in the absolute discretion of the City Engineer. Any person failing to obtain a permit as a condition precedent to the driving or moving of any tractor, roller agricultural machinery, stone-boat or similar vehicle likely to injure the paved surface of city streets, or any person driving or moving or causing to be driven or moved, any tractor, roller agricultural machinery, stone-boat or similar vehicle, over any route in the City of Calgary other than that indicated in the permit, shall be liable on summary conviction to the penalties prescribed in Sections 93 and 94 of this By-law.

Section 27.

Such permit shall be issued subject to such further conditions as the City Engineer may determine and in particu-

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for the person obtaining such permit shall answer all liability for injury to city streets and avenues and shall indemnify and hold the City harmless against any claim whatsoever arising out of the use of any city streets or avenues incident to the driving or moving of any tractor roller, agriculture, machinery, stone-boast or similar vehicle likely to injure the paved surface of city streets.

ARTICLE 7

Taxi-Cabs and Buses.

Section 28.

The Chief of Police is hereby authorized to establish bus stops on such streets in such places and in such number as he shall determine and every such bus stop and every taxi-cab stand shall be designated by appropriate signs.

Section 29.

The taxi-cab stands in the City of Calgary shall be as follows:

(a) The marked and designated space on the North side of 10th Avenue between 1st Street West and 9th Street West.

(b) The South side of 9th Avenue between the Easterly boundary of the Palliser Hotel and the Westerly boundary of the entrance to the Canadian Pacific Railway Company's station except in front of the Canadian Pacific Railway Company's private driveways.

(c) The South side of Ninth Avenue between the Westerly boundary of the Canadian Pacific Railway Company's Telegraph Office and the Easterly boundary of the entrance to the Canadian Pacific Railway Company's station except in front of the Canadian Pacific Railway Company's private driveways. (Enacted by By-law 2649, April 28th, 1930.)

(d) Outside any hotel in respect of which a permit has been granted in accordance with the provisions of Section 11 heretofore. (Enacted by By-law 2772, March 30th, 1931.)

Section 30.

It shall be unlawful for the operator of any vehicle other than a bus to stand or park in an officially designated bus stop, or for any vehicle other than a taxi-cab to stand or

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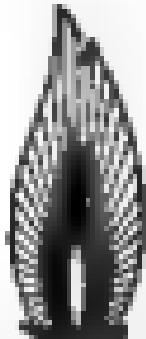


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paid in the designated rate and stock except that the amount of any passenger vehicle may temporarily stop at one port stop or stand for the purpose of one who is fully engaged in the loading or unloading of passengers.

Section 21.

It shall be unlawful for the operator of any bus or truck to stand at park stops more than fifteen minutes after time of arrival stop or less than fifteen minutes before departure from such stops or places of temporary stops for the purpose of loading or unloading passengers. No bus or truck shall stand at park stops for the purpose of loading or unloading passengers for more than fifteen minutes after time of arrival stop or less than fifteen minutes before departure from such stops or places of temporary stops for the purpose of loading or unloading passengers. (Ordinance No. 114, 1947.)

Any violation of the provisions contained in the foregoing section by the driver of any bus or truck will be deemed to be contemptuous conduct. Disregard of the provisions of this section will result in the issuance of a fine of \$100.00 and costs of prosecution and expenses of the trial to the county of the offense. Any violation of this ordinance shall be deemed a civil offense.

Section 22.

The operation of a freight car shall give the time and place of arrival and departure of the train of freight other than at the designated terminal stations and places except at the terminal terminal stations. Freight shall also give to the general office the departure of trains. This rule shall apply to park terminals in ports of all places.



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Section 33.

The Chief of Police of the City of Calgary is hereby empowered to grant a permit upon the application of any hotel-keeper within the limits of the City of Calgary to a designated and approved Taxi Cab Proprietor for the privilege of keeping one Taxi Cab parked or plying for hire at or near the entrance of the said hotel in respect of which the said application is made, in a space exclusively reserved therefor but except as herein provided, and in the other sections of this by-law provided, no taxi cab shall ply for hire, stand or park in any street, avenue or lane within the City of Calgary unless the City of Calgary shall otherwise by by-law determine.

The granting of the privilege referred to in the last preceding sub-section shall be in the discretion of the Chief of Police and such privilege may be either granted, refused, revoked or suspended by him at any time PROVIDED ALWAYS that from any such refusal, revocation or suspension, any person aggrieved thereby may appeal to the Council of the City of Calgary. (As amended by By-law 2722, March 30th, 1931.)

ARTICLE 8.

Stopping, Standing and Parked.

Section 34.

It shall be unlawful for the operator of a vehicle to stop, stand or park such vehicle in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic control signs or signal:

(1) Within an intersection.

(2) On a crosswalk.

(3) Between a safety zone and the adjacent curb or within twenty (20) feet of points on the curb immediately opposite the ends of a safety zone.

(4) (a) No vehicle shall be allowed to stand nearer than 30 feet to the corner property line immediately ahead nor nearer than 15 feet to the corner property line immediately to the rear.

(b) On the corners of and on those parts of 8th Avenue and 1st Street West where street cars load and unload, the distance shall be 50 feet from the corner prop-

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Mayor**

**J. M. MILLER,
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erty line immediately ahead on 1st Street West and 100 feet from the corner property line immediately ahead on 2d Avenue.

(3) Within thirty (30) feet upon the approach to any flashing beacon, stop sign or traffic control signal located at the side of the roadway.

(6) Within fifteen (15) feet of the driveway entrance to any fire station.

(7) Within fifteen (15) feet of a fire hydrant.

(8) In front of a private driveway.

(9) On a sidewalk.

(10) Alongside or opposite any street excavation or obstruction when such stopping, standing or parking would obstruct traffic.

(11) On a lane or alley-way.

Section 35.

No vehicle shall be allowed to stand in front of any theatre or public building used for the purposes of public entertainment so as to obstruct or impede the free or uninterrupted access to and from the said theatre or public building.

Section 36.

No vehicle shall be allowed to park for a period of longer than 30 minutes on that portion of the street or avenue on which any wholesale or retail store or warehouse fronts, irrespective of such business location, during the time when such premises are legally open for the transaction of business or in the case of a retail store when such store is legally open for the service of customers.

Section 37.

The Chief of Police subject to the jurisdiction of the City Commissioners may, by himself or by his agent duly authorized thereto, place police signs specifically regulating or prohibiting the parking of vehicles on any portion of any street or avenue. Without restricting the generality of the foregoing, such signs may be placed when parking is likely to prevent access to public buildings or places, and where during the period when or in the places where unrestricted parking is otherwise lawful, such parking would

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prevent access to stores, offices or theatres legally open for the transaction of business.

Section 38.

In accordance with the foregoing section all areas designated by suitable signs as "NO PARKING" areas in which areas and in the case of all lanes in the Central Traffic Zone, no vehicle shall be allowed to stand except for a period not to exceed 3 minutes for the loading or unloading of passengers and not to exceed 20 minutes for the loading or unloading of merchandise to or from a duly licensed commercial vehicle or delivery truck. (As amended by By-law No. 3454, Mar. 15, 1943 and By-law No. 477, Oct. 25, 1943.)

Section 39.

No person other than the Chief of Police or his agent, shall exhibit or erect or post any sign or notice regulating or prohibiting the parking of vehicles on any public highway in the City of Calgary.

Section 40.

No vehicle shall be allowed to stand on any street so as to obstruct the entrance to any private residence or business premises or building, or interfere with other vehicles in loading or unloading goods or passengers to or from any such residence or building.

Section 41.

No vehicle shall be allowed to stand in the Central Traffic Zone for a period longer than 30 minutes.

Section 41-A.

No vehicle shall be allowed to park for a period of longer than thirty minutes on either side of First Street West, from Tenth Avenue to Fourteenth Avenue, in the City of Calgary, nor on either side of Twelfth Avenue West, from First Street West, to Second Street West, in the City of Calgary. (Enacted by By-law 2790, Aug. 31, 1931.)

Section 42.

The restriction referred to in Section 41 and Section 41-A hereof shall have no application between the hours of 7

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p.m. of one day and 2 a.m. of the following day except on any Saturday when the hours shall be 9:30 p.m. until 2 a.m. on the following Sunday, and from 6 a.m. on Sunday to 2 a.m. on Monday PROVIDED, however, that no parking restrictions shall apply to the South side of 9th Avenue from 1st Street West to 4th Street West. (As amended by By-law 2575, July 22, 1929 and By-law 2760, Aug. 31, 1931.)

Section 43.

It shall be unlawful for the operator of any vehicle to park said vehicle on any street for a period of time longer than thirty (30) minutes between the hours of 2 a.m. and 6 a.m. of any day.

Section 44.

(a) Except when necessary in obedience to traffic regulations or traffic signs or signals, the operator of a vehicle shall not stop, stand or park such vehicle in a roadway other than parallel with the edge of the roadway, headed in the direction of travel, and with the curb-side wheels of the vehicle within twelve inches of the curb.

Section 45.

It shall be unlawful for any person to park upon a street any vehicle displayed for sale.

Section 45-A.

No vehicle shall be parked in any subway of the City except vehicles owned or operated by the City of Calgary. For the purposes of this Section the word "Subway" shall extend to and include that portion of the street or highway where it begins to decline to the corresponding point at the opposite side. (Enacted by By-law 1379, Mar. 6, 1941.)

ARTICLE 9.

Stop Signs and One-Way Traffic Streets

Section 46.

The Chief of Police may by himself or through his agent cause to be placed at or near any intersection a Stop Sign.

Section 47.

Every operator of a vehicle, street car or other convey-

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Section 48.

In view of the possibility of the roof or ground
surface of the building collapsing it is very important
to observe

the following points:-
1. That the roof is well supported by the columns and beams.
2. That the roof is well braced and has no tendency to sag.
3. That the roof is well shingled and has no tendency to leak.
4. That the roof is well insulated and has no tendency to heat up.
5. That the roof is well drained and has no tendency to collect water.
6. That the roof is well sealed and has no tendency to leak.
7. That the roof is well supported by the columns and beams.
8. That the roof is well braced and has no tendency to sag.
9. That the roof is well shingled and has no tendency to leak.
10. That the roof is well insulated and has no tendency to heat up.
11. That the roof is well drained and has no tendency to collect water.
12. That the roof is well sealed and has no tendency to leak.

The following points should also be observed:-
1. That the roof is well supported by the columns and beams.
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said streets, shall bring his vehicle, street car or other conveyance to a full and complete stop at the said intersections before proceeding or attempting to proceed across the said intersections.

Section 48-A.

No person having the care or control of any vehicle shall leave such vehicle on any street or highway of the City, knowing that such street or highway has been cleared or is about to be cleared for the purposes of a parade (Enacted by By-law 3319, Mar. 6, 1941.)

Section 48-B.

No person having the care or control of a motor vehicle on any street shall permit the motor of such vehicle to run at an excessive speed in the manner commonly known as "racing" (Enacted by By-law 3319, Mar. 6, 1941.)

Section 49.

All driveways and roadways in St. George's Island Park and Riley Park are hereby declared to be one-way traffic streets and all vehicles in such parks shall proceed in one direction only and the operator of every vehicle shall turn his vehicle to the right on entering such driveway or roadway.

PROVIDED, that this section shall not be in force during the months of January, February, March, November and December, in each and every year.

Section 50.

The lane between 7th and 8th Avenues bounded on the West by 3rd Street West and on the East by 2nd Street East, is hereby declared to be a one-way street and traffic shall proceed from the West to the East only along the said lane except when a northerly detour becomes necessary through the portion of the lane immediately West of the Hudson's Bay Company's Store; and the lane between 8th Avenue and 9th Avenue bounded on the West by 4th Street West, on the East by 2nd Street East is hereby declared to be a one-way traffic street and traffic shall proceed from the East to the West only along the said lane. (As amended by By-law 3319, Mar. 6, 1941.)

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ARTICLE 10.

Operation of Vehicles.

Section 91.

Upon all streets, except upon one-way streets, the operator of a vehicle shall drive the same upon the right half of the street and the operator of a slow moving vehicle shall drive the same as close as possible to the right hand edge or curb of the street unless it is impracticable to travel on such side of the street, and except when overtaking and passing another vehicle subject to the limitations applicable by law in overtaking and passing.

Section 91-A.

Cyclists shall ride as close as possible to the right hand edge or curb of all streets except one way streets, and shall not ride on any sidewalk or footpath and it shall be unlawful for cyclists to ride more than two abreast on any street or highway within the City of Calgary (Enacted by By-Law No. 1234 October 16th, 1939.)

Section 92.

TRAFFIC LANES. The roadway at each street intersection shall be considered as divided into traffic lanes with two or more lanes on each side of the centre of the roadway. The lane next to the curb or right hand side of the roadway shall be the outside traffic lane; the lane next to the centre of the highway shall be the inside traffic lane:

(a) At street intersections, the operator of a vehicle intending to make a right turn shall use the outside traffic lane keeping as near as practicable to the right hand curb, the operator of a vehicle intending to make a left turn shall use the inside traffic lane, the operator of a vehicle intending to continue across the intersection shall use any one of the two traffic lanes, keeping to the right or left as the case may be to facilitate traffic across the intersection.

(b) In approaching street intersections, the operator of a vehicle desiring to turn to the right or left thereof shall enter the proper traffic lane at least fifty feet before commencing to turn.

(c) The Chief of Police whenever he deems it necessary or convenient for safe vehicle operation, may lay out and mark traffic lanes at street intersections, and at other places, and may mark the centre of the roadway. Such marks may

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consist of point lights upon the roadway or buttons applied to the pavement or other appropriate traffic devices. (As amended by By-Law 3713, April 3, 1979)

(d) No vehicle shall make a "U" turn at either end of or in any subway or at the intersection of 7th Avenue and 1st Street West, 8th Avenue and 1st Street West, 9th Avenue and 1st Street West, 7th Avenue and Centre Street, 8th Avenue and Centre Street, 9th Avenue and Centre Street.

Section 53.

It shall be unlawful for the operator of any vehicle to turn such vehicle so as to proceed in the opposite direction unless such movement can be made in safety and without backing or otherwise interfering with other traffic.

Section 54.

The operator of a vehicle emerging from an alley, driveway or building shall stop such vehicle immediately prior to driving on to a sidewalk or on to the sidewalk area extending across any alley-way.

Section 55.

The operator of a vehicle shall not drive within any sidewalk area except at a permanent or temporary driveway.

Section 56.

Upon the approach of any authorized emergency vehicle or vehicles giving audible signal by bell, siren or exhaust whistle, the operator of every other vehicle shall immediately drive the same to a position as near as possible and parallel to the right curb.

Section 57

Any operator of a vehicle about to make a turn to the right shall give a steady and unmistakable signal by raising

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the left hand and arm or some equivalent mechanical device vertically and outside the vehicle.

Section 58.

Any operator of a vehicle intending to make a turn to the left either from a standstill or while the vehicle is in motion or intending to move away from the curb, shall give a timely and unmistakable signal by extending the left hand and arm or some equivalent mechanical device horizontally to the body outside the vehicle. (As amended by By-law 311, April 26, 1937.)

Section 59.

Any operator of a vehicle intending to stop shall give a timely and unmistakable signal of the intention so to do by extending the left hand and arm or some equivalent mechanical device outside the vehicle and lowering or dropping the same.

Section 60.

A vehicle meeting another shall pass to the right of said vehicle and shall allow the other vehicle so met as nearly as possible one-half of the main travelled portion of the roadway.

Section 61.

A vehicle overtaking and intending to pass another vehicle shall turn out to the left so far as may be necessary to avoid collision and shall not turn in to the right again until entirely clear of said vehicle.

Section 62.

A vehicle shall keep as near as practicable to the right hand curb so as to leave the centre of the street unobstructed for overtaking traffic, the slower the speed the nearer to the curb such vehicle shall keep.

Section 63.

A vehicle when overtaken by a vehicle going at a greater speed shall turn to the right and allow the other vehicle to pass.

Section 64.

A vehicle proceeding on a street divided longitudinally by a park-way, walk, bank-to-way, railway, viaduct, curb stand, painted line or other similar marking, shall keep to the

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right of such division or way, and where street car tracks are located in a roadway, all vehicles shall keep at least two feet to the right of the right hand rail thereof. (As amended by By-law 3319, Mar. 6, 1941.)

Section 65.

A vehicle passing around a circular roadway or street shall keep to the right from the entrance to the exit of such roadway or street.

Section 66.

No vehicle shall back up in order to make a turn but shall proceed to the next intersection before turning.

Section 67.

No vehicle shall follow another vehicle too closely for safety having regard to the rate of speed at which the two vehicles may be travelling.

Section 68.

(Repealed by By-law 3265, April 15, 1940.)

Section 69.

Notwithstanding anything hereinbefore contained, no vehicle shall travel in the City cemeteries and City parks including Bowmeadow Park at a greater rate of speed than 8 miles an hour. (As amended by By-law No. 3407, May 11, 1942.)

Section 70.

No vehicle shall travel at a greater rate of speed than 10 miles per hour over any bridge in the City of Calgary except Mission Bridge, Louise Bridge or Centre Street Bridge, High Level.

Section 71.

When the Fire Alarm System is ringing or when the warning signals at intersections have been lowered, the persons in charge of vehicles within hearing distance of such going or within sight of such warning signal shall immediately bring their respective vehicles near to and parallel with the right hand curb and stop until the fire apparatus has passed by, and no such vehicle shall under such circumstances approach nearer than 10 feet to any intersection.

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Section 72.

No vehicle shall pass or attempt to pass another vehicle travelling in the same direction across any intersection of any street or avenue.

Section 73.

Authorized emergency vehicles responding to a call, shall have the right-of-way upon any street over all vehicles and street cars.

Section 74.

The operator of every authorized emergency vehicle shall sound his siren or horn continuously when responding to a call on streets where traffic is sufficient to make it reasonably necessary for public safety.

Section 75.

(1) Whenever any vehicle is turning from one highway into another the driver of any other vehicle approaching the intersection of the highways to the right of such vehicle shall have the right of way, and similarly, the driver of such first mentioned vehicle shall have the right of way over any vehicles approaching the intersection of the highways on his left.

(2) The driver of a vehicle approaching an intersection of highways or a cross-road shall yield the right of way to a vehicle which has entered the intersection.

(3) When two vehicles enter upon an intersection at the same time, that vehicle shall have the right of way which entered the intersection from the right of the driver of the other vehicle. (As amended by By-law No. 3436, Oct. 13, 1942.)

Section 76.

Street cars shall have the right-of-way over all vehicles other than authorized emergency vehicles responding to a call.

Section 76-A.

No motor vehicle shall be operated in the City of Calgary when the view of the operator of such vehicle through the windshield or windows is so obscured as to make the operation of such vehicle dangerous or hazardous. (As enacted by By-law 3119, Mar. 6, 1941.)

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APPENDIX II-A

Polic Tap for Conv. Motor Officers.

Section 70-B.

(1) Any person entitled to a conviction under the provisions of this Act or in respect of whom a report has been received by the Chief of Police that such person has committed a breach of any of the sections of this Act or specified in Schedule A, having been given to the Chief Sergeant of the Traffic Bureau of the Police, a copy of the said report and of the facts as the said Commissioner may at writing so authorise the sum of \$ 100 and shall therefrom have such Chief Sergeant or such other authorized officer to effect an arrest thereof.

(2) A notice to make an arrest to be approved by the Chief of Police and the Commissioner shall be given to a person charged with a breach of any of the sections specified in Schedule A, having that such person appear to the Chief Sergeant of the Traffic Bureau of the Police, before the sum of \$ 10 in the event of a breach of any of the sections so specified in Schedule A, the sum not to be payable in and or lawful money of Canada within a period of ten days from the date of the said notice and that of payment to be made within the time limited, that such person shall be accepted in law of prosecution. Such notice shall be sufficiently general of nature.

- (a) in the usual manner according to law;
- (b) by handing the notice to the person concerned or by mailing such notice to the address of the registered owner of the vehicle concerned or of the person concerned or;
- (c) if such notice is affixed to the vehicle in respect of which the offence has been committed;
- (d) if the person concerned fails to give the amount demanded within the time limited then the provisions of the section shall no longer apply and the officer shall be liable to prosecution in the ordinary way for the offence alleged to have been committed;
- (e) Handing to the section mentioned above;
- (f) prevent any person concerned from exercising his right to defend any charge of committing a breach of any of the sections of this Act.

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(b) prevent any person entitled so to do, to lay information and complaint against any person for committing a breach of any of the sections of this by-law;

(c) prevent any person from exercising any legal rights such person may have to lay any information and complaint against any other person (whether such other person has made a payment under the provisions of this by-law or not) for a breach of any of the provisions of this by-law;

(d) apply to any person who is or has been guilty of a previous breach of any of the provisions of the by-laws or parts thereof enumerated in Schedule A herein more than twice during the current year;

(e) affect the right of the proper officers or officials of the City of Calgary or Crown to lay any information or complaint in respect of any breach by any person of the provisions of this by-law if such officers or officials deem such procedure to be in the best interests of justice;

(f) apply to any of the breaches or violations of any of the provisions of this by-law if the result of such breach or violation may have or be considered to have occasioned any serious injury to any person or to the property of any person.

(g) Where any person has made a payment pursuant to the provisions of this section and such person is prosecuted for the offence in respect of which such payment has been made then the person concerned shall upon written application to the Commissioners be entitled to obtain a rebate of the amount of such payment.

SCHEDULE "A"

Section 17—Thumbnail rights;

Section 30—Parking in bus stand and transit stops;

Section 31—Bus and taxicab parking other than in proper stands;

Section 34—(s.s. 1-11)—Parking in general;

Section 35—Parking in front of a theatre;

Section 36—Parking for more than 30 minutes in warehouse district;

Section 38—Parking in lanes in central traffic zone;

Section 40—Parking outside entrance to private residence;

Section 41—30 minute parking central traffic zone;

Section 41A—30 minute parking on certain specified streets;

Section 43—Parking 2 a.m. to 6 a.m.;

Section 44—Parking more than 12 inches from curb.

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Section 45—Parking a vehicle displayed for sale;
Section 45A—Parking in a subway
Section 48A—Parking where route cleared for parade.
Section 48B—Racing motor car engines.
Section 51A—Dealing with cyclists riding so close to the curb as possible as to distract and not riding on sidewalks.
Section 80—Driving through a funeral procession.
Section 81—Parking at night without lights to dark area.
Section 86—Parking in front of a building under repair.
Section 90A—Rear fender of every cycle painted white.
Section 90B—Keeping the hands on the handle bars and feet on pedals of bicycle while riding.
Section 91A—Spilling a load on a street.
Section 91B—Removing debris from street after accident.
(As enacted by By-Law No. 3407 May 11th, 1942.)

ARTICLE II

Miscellaneous Provisions.

Section 77.

No person having control or charge of a motor vehicle shall allow such vehicle to stand on any street unattended without first setting the brakes thereon and stopping the motor of said vehicle and when standing upon a perceptible grade without turning the wheels of such vehicle to the curb or the side of the street or highway.

Section 78.

It shall be unlawful for any person upon roller skates, or riding in or by means of any coaster toy vehicle, or similar device, to go upon any roadway except while crossing a street on a crosswalk PROVIDED however that coasting may be permitted on any street by resolution of the City Council in which case the said street shall be regard off and proper notices posted stating that coasting is allowed thereon and that the street is closed to vehicular traffic.

Section 79.

It shall be unlawful for any person travelling upon any bicycle, motor cycle, coaster sled, roller skates, or any toy vehicle to cling to, or attach himself or his vehicle to any other moving vehicle or street car upon any roadway.

Section 80.

It shall be unlawful for the operator of any vehicle or street car to drive between the vehicles comprising a funeral

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or other authorized processions while they are in motion. This provision shall not apply at intersections where traffic is controlled by traffic control signals or police officers.

Section 80-A.

The operator of a vehicle in the lead of any funeral procession entering upon any street intersection where a stop is required by law, shall bring the vehicle to a full stop and yield the right of way to vehicles on the intersecting street before proceeding. Vehicles that follow in the procession may then proceed through the intersection without stopping, subject to the direction of any police officer (Enacted by By-Law 3319, Mar. 6, 1941.)

Section 81.

The operator of a vehicle shall not back the same unless such movement can be made in absolute safety.

Section 82.

(a) It shall be unlawful for the operator of any vehicle to drive the same when such vehicle is so loaded, or when there are in the front seat of such vehicle such number of persons as to obstruct the view of the operator to the front or sides, or to interfere with the operator's control over the driving mechanism of the vehicle.

(b) It shall be unlawful for any passenger in a vehicle or street car to ride in such position as to interfere with the operator's view ahead or to the sides, or to interfere with the operator's control over the driving mechanism of the vehicle.

Section 83.

No street car or vehicle shall be driven over any unprotected hose of the Fire Department when laid down on any street, private driveway or street car track to be used at any fire or a-arm or fire, without the consent of the Fire Department official in command.

Section 84.

It shall be unlawful for the operator of any bicycle or motorcycle, when upon the street, to carry any other person upon the handle bar frame or tank of any such vehicle, or for any person to so ride upon any such vehicle.

Section 85.

Whenever a vehicle is parked or stopped on a street during the times between one-half hour after sunset and

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one-half hour before sunrise or at any other time when there is not sufficient light to render clearly discernible any vehicle on the street from a distance of 200 feet, there shall be displayed upon such vehicle one or more lamps, projecting a white light visible under normal atmospheric conditions from a distance of 500 feet to the front of such vehicle and projecting a (yellow or red) light visible under like conditions from a distance of 500 feet to the rear, except that such parking light or lights need not be displayed upon any vehicle stopped or parked in accordance with other provisions of this By-law upon any street where there is sufficient light to reveal any person within a distance of two hundred (200) feet upon such street.

Section 86.

No vehicle shall park in front of any building in course of erection or repair.

Section 87.

An operator of a vehicle which is involved in an accident shall immediately report the occurrence of such accident to a police officer or to the police department of the City.

Section 88.

All vehicles shall come to a complete stop immediately before crossing or attempting to cross any unprotected railway level crossing.

Section 89.

No vehicle shall tow more than two other vehicles at one and the same time in the City of Calgary and in any case no tow rope shall exceed 10 feet in length.

Section 90.

Every bicycle shall be equipped with a bell, siren or horn and during the period from one hour after sunset to one hour before sunrise shall carry at least two lighted lamps, one on the front and one on the rear, the rear lamp to be equipped with a red lens or reflector facing in the direction opposite to that in which the bicycle is proceeding.

Section 90-1a.

Every bicycle shall have the rear fender or mudguard painted white for a minimum length of nine inches from the rear tip of the said fender or mudguard. (As enacted by By-law 3296, Oct. 28, 1940.)

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Section 90-B.

Every person riding a bicycle or motorcycle on any street or highway of the City shall at all times keep his hands on the handlebars of such bicycle, or motorcycle, and any person riding a bicycle on any street or highway of the City shall at all times keep his feet on the pedals of such bicycle. (As enacted by By-law 3319, Mar. 6, 1941.)

Section 91.

Whenever the load on any vehicle shall extend more than six feet beyond the rear of the bed or body thereof, there shall be displayed at the end of such load in such position as to be clearly visible at all times from the rear of such vehicle a red flag not less than twelve inches both in length and width, except that between one-half hour after sunset and one-half hour before sunrise there shall be displayed at the end of such load a red light plainly visible under normal atmospheric conditions at least two hundred feet from the rear of such vehicle.

Section 91-A.

The operator of any vehicle shall not permit the load or any part of the load of such vehicle to be spilled and remain on any street or highway of the City. (As enacted by By-law 3319, Mar. 6, 1941.)

Section 91-B.

Where any vehicle is involved in an accident the operator of such vehicle shall if reasonable and practicable to do so, remove from the street or highway any glass or other debris resulting from such accident. (As enacted by By-law 3319, Mar. 6, 1941.)

ARTICLE 12.

Repealing of Conflicting By-laws.

Section 92.

By-laws Nos. 2099, 2113, 2195, 2197, 2277, 2281, 2293, 2337 2408 of the City of Calgary are hereby repealed.

ARTICLE 13.

Penalties.

Section 93.

The owner of any vehicle, as well as the operator thereof shall be liable for a breach of this by-law where the circumstances are such that the owner is at law responsible

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for the acts or conduct of the operator of such vehicle at the time of such breach.

Section 94.

Any person violating any of the provisions of this By-law or any person responsible thereto, as provided for in the next preceding Section of this Article shall on summary conviction thereof before the Police Magistrate of the City of Calgary or any Justice of Peace having jurisdiction thereon, be liable to a penalty not exceeding \$100.00 or imprisonment for any term not exceeding six months, or to both fine and imprisonment.

DONE AND PASSED IN COUNCIL THIS 26th DAY
OF DECEMBER A.D. 1928.

(Sgd.) P. E. OSBORNE, Mayor

(Sgd.) J. M. MILLER, City Clerk.

(Seal)

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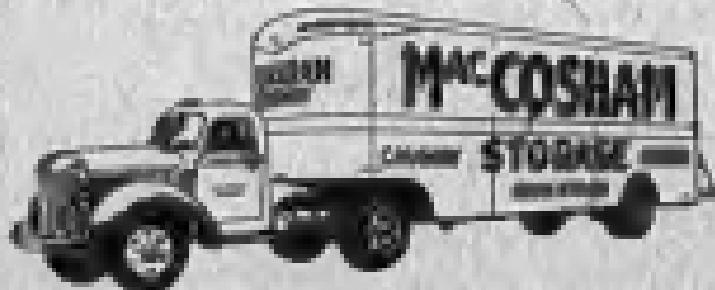
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